

SPECIAL BOARD HEARS EVIDENCE ON SUNDAY SMASH

Navy Officers Inquire Into Particulars of Ramming of Submarines by U. S. S. Supply

After passing all the morning in hearing testimony of witnesses of the accident, when the U. S. ship Supply rammed the three remaining submarines of the "F" flotilla Sunday afternoon, the special board of navy officers appointed to investigate the collision, went into session again at 1:30 o'clock this afternoon.

This morning the remaining two members of the board were named. They are Lieut. Ellis Ladd, and Rear-Admiral Clifford J. Bosh, commander at Pearl Harbor; and Lieut. K. B. Crittenden, commander of the "F" submarine flotilla. The chairman of the board is Lieut.-comdr. Mark St. C. Ellis of the U. S. S. Princeton, as announced in the Star-Bulletin yesterday.

Asked whether the board had been instructed to place responsibility for the accident, one of the members told the reporter he was "going too far" in asking such a question. The board is holding its session today on board the submarine tender Alert.

'GASOLINE JAG' EASY TO ACQUIRE ON SUBMARINES

Referring to temporary disability of the crews of submarines through the inhalation of gasoline fumes, the Army and Navy Register prints the following comment:

"A peculiar condition is noted on board the submarines resulting in the temporary disability of members of the crew on account of what has come to be termed a 'gasoline jag.' This occurs especially on boats equipped with a certain type of gasoline engine where the gasoline is stored in tanks. In a typical case a man will be found working in the submarine in close proximity to a tank. He is conscious at first of a slight and not unpleasant odor of gasoline. Presently he feels rather drowsy and is conscious of a dull headache. He determines to get out into the open air, but as he feels more or less weak and languid he does not hurry. He may reach the open air and his weakness passes off and his headache is gradually relieved. Otherwise, he may be overcome with delirium."

"Intoxication from raw gasoline is not so frequently met with now as formerly, due to more careful supervision of the integrity of the gasoline lines in the boats. One remarkable case recently was the intoxication of a man who was painting double bottoms with an asphaltum paint in which gasoline was used."

CUT HONEYMOON SHORT BECAUSE PET IS SEIZED

Mr. and Mrs. F. R. Heath, New-Yorkers, Sail Back to Mainland on Account of Dog

One perfectly good honeymoon was cut short in this city recently, all on account of a small fox terrier belonging to Mrs. F. R. Heath, formerly Miss Ruth Cooper of San Rafael, California. This information drifted in from the mainland today.

Because Dr. Victor Norgaard, territorial veterinarian, would not allow Fido his liberty, but ordered him placed in the animal quarantine station, the Heaths cut short their honeymoon and returned to San Francisco on the next boat, the Manoa.

According to the San Francisco Chronicle, when the newlyweds reached San Francisco the dog was clasped tightly in the arms of Mrs. Heath. One of the passengers on the Manoa was, as fate would have it, Dr. Norgaard, whose refusal to allow the canine to accompany the newlyweds around Honolulu, caused them to abandon their plans for a lengthy stay here.

NEW WATER TRENCH TO DEFEND HOLLAND

THE HAGUE, Holland.—The War Department of the Netherlands has developed a new kind of trench for use in the low and marshy parts of the country where, in case of an invasion, the chief battles might be expected. Fighting along the Yser has taught the strength of a water defense above all others. For this purpose, as is well known, the so-called "water-line" has been brought into readiness. The trenches which will be constructed here will be arranged in such a way that at a moment's notice they can be turned into flooded ditches.

In the warfare in France and Russia a conquered trench means an added strength for the enemies, who immediately turn the trench into a fortress of their own. The Dutch trenches, when it is necessary to abandon them, will almost automatically become deep flooded ditches, which will be no use to anyone, and will merely form another obstacle on the way forward.

MORE LIGHT ON GERMAN SUBSEA WAR ASSURANCES

(Continued from page one)

It is impossible for the reason that she has already officially honored the commander of the successful submarine. Moreover, she vigorously maintains that the giant Conarder loaded with ammunition was in reality a ship of war. She realizes, however, that this fact did not warrant the taking of American lives.

The Arabic case is less clear cut than that of the Lusitania, on which she had official reports. No submarine commander has as yet admitted the sinking of the Arabic.

Promises She Will Pay Indemnities

Germany will nevertheless pay for the lives of two Americans lost with that ship if sufficient evidence is presented by witnesses.

The United States is accordingly asked to obtain all the facts and present them for the consideration of the German government. A satisfactory adjustment will then be reached.

Germany indignantly denies a report that the officers and crew of the submarine which blew up the Arabic have been ordered by the German admiralty to go into hiding. Germany asserts that no efforts are being made to withhold these men from punishment if orders of their superiors were disobeyed.

Plan to Mediate Originated with U. S.

In reminding the United States of her promise to mediate with England for the freedom of the seas, Germany maintains that the suggestion of such mediation originated with this government.

A resolute intention to insist upon the freedom of the seas was clearly expressed by President Wilson in his last note to Germany on the Lusitania.

Germany does not interpret this to refer to her own ships or the ships of any particular belligerent, but to ships owned by neutrals and sailing under neutral flags.

But These Ships Shall Not Carry Contraband

She maintains, for instance, that Great Britain should permit American ships to go wherever they please, even to German ports, provided they do not carry contraband.

Germany expects the United States to take steps to enforce this position upon Great Britain.

The order making cotton contraband is held by Germany to be a deliberate violation of international law, from which the United States and other neutrals will suffer as much as Germany.

Thinks U. S. Must Combat Cotton Order

Germany believes that the United States to be consistent with its earlier declarations, will protest and fight against this order.

England's blockade of the North Sea and German ports she insists, is rendered ineffective by the German submarines. British warships, she asserts, do not dare patrol these waters, were eastbound American ships permitted to go through the English channel they would find it comparatively easy to reach any important German port.

Count von Bernstorff is now at the Ritz-Carlton awaiting an official statement from his government regarding the submarine situation, and the Lusitania and the Arabic disasters. He declined to make any statement.

LONDON, Eng., Aug. 31.—The German government considers the Arabic incident closed and has declared its willingness to punish the commander of the submarine which sank the steamer, according to a dispatch which the Exchange Telegraph Company's Amsterdam correspondent says has been received there from Berlin.

There is reported to be considerable feeling in German military circles because of Chancellor von Bethmann-Hollweg's so-called "weakness" toward the United States.

The latest development followed the return to Berlin of the Chancellor, Admiral Von Tirpitz and other participants in the conference with the German Emperor at his headquarters on the eastern front.

Von Tirpitz is said to have been won over to the Chancellor's view that all differences with America should be adjusted at once. He is not convinced that this can be achieved by a simple without repudiation of an act of one of his submarine commanders. He insists that the United States be asked to wait until the commander's report has been received.

While "playing war" with his young brother, August, Albert Norward, aged 17, was shot and killed at his home at Westfield, Mass.

PACHECO IS MADE TEMPORARY HEAD AT CHARTER MEET

(Continued from page one)

ripple of silent laughter through the hall.

A violent discussion concerning the place of meeting for the next session (the high school being unavailable), the finances of the convention, and the length of time for which they should stand adjourned occupied most of the rest of the meeting. A committee consisting of Supervisor Dan Logan, William O. Smith and Joseph J. Fern was appointed to look after the first two difficulties.

Shortly before the convention adjourned, a little after 11 o'clock, Lawrence M. Judd rose and gave a strong talk in which he said that the convention would continue whether or not it was supplied with a cent of money. He was heavily applauded by the southern side of the room.

After the adjournment the committee called upon Governor Pinkham at the capitol to discuss the question of finances for the convention, and a permanent place of meeting. The governor suggested the armory as a place of meeting, and the committee will probably recommend the room above the entrance of the armory to the convention when it reports this afternoon.

Convincing business, also Governor Pinkham spoke favorably, but asked to know the definite amount needed before he could procure money for the convention.

The convention was called together again at 2 o'clock this afternoon to hear the report of the permanent or organization committee: David Kalakaua, Jr., chairman; F. J. Green, A. C. E. Gay, and Solomon Hanohano.

The delegates elected to sit at the convention are as follows: Dan Logan (R), Sam Little (D), J. W. K. Keld (D), David Kalakaua, Jr. (R), John H. Wise (R), Joseph J. Fern (D), A. H. Tarleton (R), H. Sturges Johnson (R), Francis J. Green (P), A. D. Castro (R), Charles F. Chillingworth (R), G. Fred Bush (R), Lawrence M. Judd (R), C. G. Owen (R), William Thompson (R), Solomon Hanohano (R), Iola Kiakahi (D), Charles Lake (D), Joel C. Cohen (R), J. B. Kinkipuu (D), Lorin Andrews (R), A. V. Peters (R), Jesse Uihli (D), James K. Jarrett (R), Leon M. Straus (R), Clarence L. Crabbe (R), Edward P. Fogarty (R), James H. S. Kaleo (R), A. K. Kono (R), John M. Bright (D), William Henry (R), Moses Akawa (D), William C. Lane (R), Sam Lys (R), Oscar Cox (R), Clifford Davis (R), J. K. Kupua (R), David Douglas (R), Charles N. Arnold (R), William Mossman (R), Bill J. Crawford (R), Robert Adams (D), Joseph Kama (D), David M. Kuppela (D), M. C. Pacheco (D), E. J. (Sonny) Gay (D), William C. Achi (R), William J. Sheldon (R), Elijah J. McCandless (D), Paulo Hoku (H R), William Speckman (R), Sylvester F. Correa (R), William O. Smith (R), Eugene K. Ahi (R), John M. Keola (R), William W. Buckle (D), David Kail, Sr. (D), Fred Luming (D), Samuel Kellinoff (R), William Punohu (D), A. W. Barnes (R), Alatau L. C. Atkinson (P).

PRIEST DECLINES \$15,000,000 GIFT

PITTSBURG, Pa.—Believing his advanced age and an occasional attack of rheumatism would preclude judicious handling of great wealth, the Rev. William Graham, pastor of St. Patrick's Roman Catholic church, has declined to accept a fortune of from \$12,000,000 to \$15,000,000 left him recently through the death of relatives in Sidney, Australia, and Bolivia, South America.

"I have no desire to add to my burdens a lot of wealth that would bring me no satisfaction," said Father Graham. "I am by no means wealthy, but I have enough worldly goods for my physical needs and, besides, I am nearly 60 years old and often afflicted with rheumatism. Why should a rheumatic old man like me choose to spend the rest of his days on earth under the weight of so much money? Give it to my poor relatives who need it."

GERMAN ARRANGEMENTS FOR BELGIAN WORKMEN

BRUSSELS, Belgium.—The city council of Brussels has been taking a census of all unemployed workers within the city limits, and the national relief committee will extend the work to all parts of Belgium in German occupation. The object is to provide suitable employment wherever possible, and to prevent skilled workmen losing touch with trade conditions.

The German authorities have given their permission to the census, which will include all unemployed persons between the ages of 14 and 40.

According to officials of the Relief Committee, there are at present 57,000 employees of the national railways out of work, while 75 per cent of the workmen in the metal industries, clothing, carpentering and building trades are without jobs.

REFRIGERATED MEAT RESTRICTIONS REMOVED

PARIS, France.—The government committee in charge of the provision of Paris have decided to recommend that all restrictions be removed from the sale of refrigerated meat imported from America. Hitherto only certain dealers have been permitted to sell this meat.

The first sales under the new provisions have been very successful. The general days at prices lower than the normal price. The average price of a carcass is equivalent to about 15 cents a pound.

RESEARCH CLUB MODEL CHARTER WINS APPROVAL

Attempt to Oust Recall Provision Lost; Only Minor Changes and Amendments are Made

"Make the public officer directly responsible to the public for his acts; make him feel that he is acting in the public eye while he is in office, not alone when he is abroad with a genial smile collecting votes," said ex-Governor Walter F. Frear last night, defending the section concerning the recall in the model charter submitted to the Municipal Research Club.

Eighteen sections of the charter had slipped by without receiving more than mere tentative suggestions and discussions, but when section 19 was reached, William Thompson had a bomb to explode, and he rose to explode it in the true Thompsonian fashion.

"Vitality wrong," he characterized the recall, and he continued: "We are at work on this recall measure with suggestions here and amendments there; tearing it down in one place and giving it infinite bolstering up in others. All this goes to show that we are afraid of the recall. We don't trust it unless it is under guard. And a thing we can't trust is vitally wrong. It isn't one or two portions of the measure which are wrong. It could be added to and subtracted from forever, but it would still remain essentially wrong in and of itself."

Mr. Frear then rose and stated, in the words quoted above, the position of the club's committee which had inserted the section. Several others expressed themselves in a similar tenor, but when they had finished Mr. Thompson exploded again, with:

"Let us put our efforts into the selection of good men in the first place and not waste so much effort seeing how we can take bad men out of office. If the recall goes through the voter will be even more careless than he is now, for he will say to himself that he can vote as he pleases in the election, knowing that if the officer does not prove worthy he may be removed. This is like putting dirt on the floor before you sweep."

After a prolonged discussion the club decided to retain the section without change. Beyond this discussion little was done at the meeting. Section 18, which forbade the use of more than one vehicle by each candidate in getting the vote to the polls, was stricken out after the club had several times passed over the measure. It was held that the provision would not be acceptable to the party politicians of the city.

What Salary for Manager? Pay for the city manager, who is the most important official in the plan of the model charter, was discussed at some length. S. E. Paxson stated that it would be impossible to induce a good businessman to take the position if the salary is left to the whim of the supervisors. He held that some substantial salary be decided upon by the club, to be modified later if necessary. He suggested a salary of \$500 a month.

R. C. Brown thought that \$500 was far too much, and stated that many capable men would be glad to take the position at a lesser sum, say \$360 a year. In the discussion which now arose from all parts of the room a suggestion was made that the city manager be raised in salary from time to time as he proved his efficiency. Mr. Paxson then reduced his suggestion to a motion that the amount of the salary be fixed in the charter. The motion was lost.

Further discussion of the office of city manager developed the fact that most of the members thought that he should have certain defined and well-known qualifications, such, perhaps, as some familiarity with engineering. It was pointed out by Mr. Brown that a large number of the city managers in the states are engineers of one sort or another. A tie vote resulted on this motion, and President G. F. Bush cast the deciding vote in favor of an amendment which should put forth clearly certain qualifications which the manager must possess.

Another amendment stated that the city manager should be endowed with the power to appoint all officers whose appointment was not otherwise provided for, and a second amendment states that the civil service commission shall have its expenses reimbursed, but shall receive no pay for service.

H. Stuart Johnson made a vigorous talk in favor of compelling the manager to prepare a budget each year in advance with an itemized estimate of the expenses of all departments. The project was not adopted.

The club refused to accept the resignation of President Bush and the last business of the meeting was a statement by the members of the club who are also delegates to the charter convention that they would not be bound in their actions by the limits of the club charter, but that they would heartily assist in presenting it to the convention which meets today.

LOCAL AND GENERAL

Honolulu Lodge No. 409, F. and A. M., will have work in the third degree tonight at 7:30 o'clock.

Henrietta Marshall was appointed by Circuit Judge Whitney today as administratrix of the estate of Marie Marshall under bond in the sum of \$400. The court ordered that an inventory of the estate be filed within 30 days.

Unfilled orders of the Steel Corporation at the close of July were the largest reported since the end of February last year.

ASANO PLANNING T. K. K. EXPANSION IN PACIFIC LINES

(Continued from page one)

an underlying tone of confidence, not only in himself and his coadjutors to carry the Toyo Kisen Kaisha to the dominance of the Pacific, but also in the ability of his countrymen generally to seize and fulfill opportunity.

Sorry for Americans. "I am sorry for the American people," he began. "The loss of an entire fleet of liners like the Pacific Mail's must be a terrible material and national loss. In so far as we are concerned, our immediate policy now is, more ships and still more ships. Our purchase of the Persia was the first step in this direction. We have to build another two or three big liners and we may even build a liner approaching the mammoth transatlantic vessels in size."

"Our three South American freight and passenger liners, the Anyo Maru, the Kiyo Maru and the Suyo Maru, which heretofore only touched at San Pedro, will now call regularly at San Francisco. The Anyo Maru I shall take out of the South American trade altogether, and she will run between Japan and San Francisco with the Persia and our other regular liners."

"But with all these additions we still lack sufficient vessels to handle the immense amount of transpacific business which has unexpectedly come our way through the sudden passing away of the Pacific Mail. So we must build more ships. We have made all arrangements for the supply of fuel with the Western Fuel Company."

Provision for Coal. "They will now provide us with coal from British Columbia, instead of the Australian coal we received in the past through the company of James Rolph, your mayor. We sincerely regret that this company can not contract with us this year, but the war has made it impossible to obtain Australian coal here."

"The La Pollette seamen's bill is the most remarkable piece of un-American legislation I ever saw. I call it un-American from two points of view. In the first place it is bad business and short-sighted. In the second place I think it narrow-minded in so far as it affects other nations. It seems somewhat parallel with the anti-Japanese feeling we hear so much about, and which also prevents the growth of trade between the United States and Japan."

"Your late railroad king, E. H. Harriman, was my friend, and we worked in union. He did on land what I endeavored to do on the sea."

"On our first trip to the United States I met the late Claus Spreckels at Honolulu. The islands at that time were not cultivated, and only produced 60,000 tons of sugar a year. "I said to Spreckels, 'Why don't you develop this fertile land?' and he answered, 'I cannot get the labor.' I said, 'I will bring you Japanese labor, and I did. The result is that today the islands produce ten times as much sugar—namely, 600,000 tons. Therefore, Asano continued jocularly, his eyes twinkling, 'I say that whereas the Japanese have developed Honolulu and made it valuable, the United States should give Japan a share in it. In California, the Japanese have rendered the same service.'"

TOWSE IS CERTAIN CRACK LINER WILL CALL AT HONOLULU

With the arrival tomorrow on the Makura of Cal Stone, general manager of the Great Northern Pacific Steamship Company, tangible results are expected concerning the company's offer to put the liner Great Northern on the San Francisco-Honolulu run, provided a sufficient guarantee of freight for the mainland can be obtained.

Prospects for securing the big passenger steamer appear brighter than ever, according to Ed Towse, who returned yesterday on the Ventura. Mr. Towse and H. P. Wood, Hawaii exposition commissioner, interviewed Mr. Stone in San Francisco.

"We both feel certain," said Mr. Towse, "that the Great Northern Pacific Steamship Company will put its giant liner Great Northern on the Honolulu run."

On arriving here tomorrow, Mr. Stone will at once commence interviewing business men of the islands relative to freight guarantees.

VESSELS TO AND FROM THE ISLANDS

(Special Wireless to Merchants' Exchange.) Tuesday, Sept. 7. SAN FRANCISCO—Sailed, Sept. 6, 12:20 p. m., S. S. Korea for Honolulu. SAN FRANCISCO—Arrived, Sept. 6, 11:30 a. m., S. S. Maryland from Honolulu, Aug. 31. PORTLAND—Arrived, Sept. 6, 6 a. m., Tahama from Kahului, Aug. 18. BELLINGHAM—Sailed, Sept. 6, 8 a. m., Helene for Honolulu.

Wireless. S. S. SONOMA will arrive from Sydney Thursday Sept. 9 with 11 sacks of mail, 290 tons of cargo for Honolulu. Will sail for San Francisco at 2 p. m. S. S. WILHELMINA will sail for San Francisco tomorrow, to a. m.

TRY MURINE EYE REMEDY

For Red, Weak, Watery Eyes and GRANULATED EYELIDS. Murine Doesn't Smart—Softens Eye Pale

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WE STORE EVERYTHING. JAMES H. LOVE

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Morning on CHANGE

After an interval of two days the local exchange was no livelier than last week, and had it not been for Olan only three sales would have been recorded at this morning's session. Olan in small blocks, changed hands to a total of 500 shares, the price being firm at 6. Pioneer, Wainana, Hawaiian Commercial and Ewa were the other issues dealt in between boards and at the call this morning. Quotations on the other issues listed are unchanged or weaker by a shade.

PERSONALITIES

W. F. GAYNOR, formerly with the insurance department of the Hawaiian Trust Co., Ltd., is now with the insurance department of the B. F. Dillingham Co., Ltd.

GEORGE S. RAYMOND, public school inspector, returned to Honolulu this morning from a business trip to Kauai. Mr. Raymond reports that Maui and Lanai are unusually dry, and that there has been but little rain on the two islands during the last several weeks.

A lively 70-pound zebra was added to the Central Park menagerie, and as far as may be ascertained from records it is the first zebra ever born in captivity.



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A whistle—a musical top—the mother's lullaby—all make irresistible appeal to the infant. So music in its higher forms makes appeal to the growing child.

The Autopiano Electric

Will Teach Your Boy or Girl Music

Let them play first by music roll to get the general effect and outline—then practice by hand.

All this is easily accomplished with the one instrument—the AUTOPIANO ELECTRIC—a marvelous new development of the famous AUTOPIANO. The AUTOPIANO ELECTRIC comprises four instruments in one:

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2. A Player with treadles
3. A Player without treadles
4. A "self-operating" instrument

The AUTOPIANO ELECTRIC eliminates physical effort. It "makes play out of playing."

The children need not use the treadles—the electric motor will do the work.

Come in—see—and hear the AUTOPIANO ELECTRIC—if you have growing boys and girls.

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Star Bulletin

GET RESULTS because they reach not one class but THE ENTIRE READING PUBLIC